



M/V NEW CARISSA  
Grounding  
North Spit, Oregon  
Unified Command Decision Memo  
16465  
April 19, 1999  
Fuel Oil Lightering

1. On February 17, 1999, the Unified Command made a joint decision to execute a lightering plan for the forward section of M/V NEW CARISSA. This decision was made after an unsuccessful attempt to pass a towline from T/B SEA VICTORY to the forward section of M/V NEW CARISSA due to draft of water and length of tow.

2. On February 4 the New Carissa was estimated to be 960 feet from the dunes and on February 17 the forward section had moved to a new location only 380 feet from the dunes. The adverse weather and continuing tidal action that has challenged the response, has now moved the vessel to a more stable location closer to the shoreline. This situation has now made this section of the vessel accessible from the beach during low tide periods. Because of the new access and reduced risks of overwater transfer in the new location, a modified version of the previously developed offload plan has become more viable. The same weather which created this opportunity limits the helicopter offload option developed earlier. Therefore, a modified shore transfer contingency plan will be utilized. This plan for lightering M/V NEW CARISSA was developed by the members of the Unified Command, representatives from SMIT America, and the Planning Section.

3. Objectives established by the Unified Command for this phase of the response were:

- \_ Expediently remove the fuel oil from the vessel in a safe and efficient means.
- \_ Begin logistical actions required immediately, and transfer operations within 30 hours.
- \_ Ensure the plan addresses environmental concerns.
- \_ Ensure personnel with lightering expertise are consulted and brought in to oversee these operations.
- \_ Remove as much oil as possible.

4. The Unified Command came to a unanimous decision to use the expertise and equipment of the U. S. Coast Guard Pacific Strike Team and Navy Supervisor of Salvage instead of private contractors. This decision was made for the following reasons:

- \_ The overall objectives and the limited timeframe to execute this option presented by the continuing adverse weather.
- \_ That this improved accessibility is a temporary condition that will change as the existing weather pattern persists.
- \_ That these resources already had experienced people at the incident.
- \_ That these resources routinely operate as a team.
- \_ That these resources can have additional specialized pumping equipment on scene within the required timeframe.
- \_ That additional delays encountered while contracting issues were deliberated

would adversely affect the success of this operation.

\_ As a result of consultation with Global Diving and Salvage, Fred Devine Diving and Salvage and Cascade General.

5. Further, it was unanimously determined that the Pacific Strike Team would be in charge of the operation assisted by SUPSALV, SMIT America, and FOSS Environmental. With additional resources available from Global Diving and Salvage, Fred Devine Diving and Salvage and Cascade General. If necessary, additional resources and personnel shall be identified and utilized. This group will operate as a ICS Strike Team (Lightering Strike Team) and report to the UCS Operations section.

6. The undersigned concur that enclosure this option represents the most logical next step for reducing the threat posed by the remaining oil onboard.

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